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the political, but also the religious and economic conditions which have influenced the growth of human societies.

A large part of the confusion and discussion concerning the field of history arises from the fact that the essence of history is not merely what is studied, but *how* it is studied. It is not a certain class of phenomena studied in their succession, but a way of studying all phenomena of human life.

Professor Sloane cites the example of Thucydides in support of his position, remarking that this greatest of historians neglects to give a picture of Athenian culture. But Thucydides expressly tells us that he was writing a history of the war between Athens and Sparta. He was not writing a general history of Athens.

The other articles and the original documents, for the most part, deal with our earlier history. Professor Tyler's paper on "The Loyalists of the Revolution" is one of those highly successful presentations of a lost cause, which revive it in all its early strength and stripped of the obloquy of defeat, and inspire the readers with misgivings as to whether he himself might not have been a Tory had he lived then.

Mr. Henry Adams contributes a series of documents throwing light on the strange picaresque career of "Count Edward de Crillon."

The paper of Professor Turner is one of a series on "Western State-making During the Revolution." It is a genuine contribution to our knowledge of the origin of one of the most original features of our constitution.

Of the twenty-seven books reviewed thirteen are American, ten English, three French, and one German. Later numbers, no doubt, will give somewhat greater space to continental publications. The department of Notes and News is a welcome feature of the Review, and cannot fail to be of great service to a large class of its patrons.

EDWARD G. BOURNE.

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*History of the Union Pacific Railway.* By HENRY KIRKE WHITE.

Chicago: The University of Chicago Press, 1895. 8vo pp. 129.

TWO YEARS ago we were given a history of the Union Pacific which treated the subject as a study in politics. The present volume—the second in the series of *Economic Studies* of The University of Chicago—is an excellent complement of the work done by Mr. Davis.

One-fourth of the book is given to the development of the Pacific railroad idea, the charters and the building of the road; one chapter is devoted to the much criticised policy of building branch roads; another dealing with the internal history of the company, tells of the changes in the management and of the interesting events leading up to the consolidation of 1880; but it is to the political and economic aspects of the subject that Mr. White has chiefly given his attention. Nowhere else we believe has so much valuable material relating to the finances of the company been brought together and presented in so available form as is found in the chapter which deals with the financial history of the company. The twelve charts which accompany the chapter and the tables in the appendix present the course of earnings, operating expenses, traffic, and rates for the railroad company, the railway company and the Union Pacific system. In the author's judgment the figures here presented go to show that there is little ground for the unfriendly criticism which the public has dealt out to it, and especially is this true when the difficulties the company has had to meet are taken into account—difficulties coming from the competition of other roads and from the "hostility" of Congress.

It is perhaps inevitable that one who has followed the history of this great enterprise, knows the difficulties which have had to be overcome from the beginning, and has seen the wavering and oftentimes unreasoning action of the government, should have a tendency to magnify what looks like hostility on the part of congress and to let sink into the background those actions on the part of the company which might go far to explain that hostility. So much condemnation has been visited upon the Union Pacific from the time the people began to realize the extent of their gifts to the company and the manner in which they were being used, that the author perhaps feels himself relieved from adding anything in that direction. In the same way no doubt the leniency with which the Credit Mobilier affair is judged may be accounted for. The public has always misunderstood the relations between the Union Pacific and the construction company. It is a merit of Mr. White's book that it states concisely what those relations were. It may cause some to modify the harshness with which they have judged the Credit Mobilier transactions, and to see with Mr. White the "poetic injustice of the whole proceeding" against Brooks and Ames. But after all is said the fact remains that Oakes Ames, a public officer, used the stock of the construction company to secure

friends in Congress for his enterprise, and it is difficult to see how the House could have done less than censure him for it.

There will be general agreement with the conclusions reached in the closing chapter, where the various propositions for a settlement with the government are briefly discussed. The plan of providing for the repayment of the debt by setting aside a share of the earnings has proven unsatisfactory, and the disadvantage both to the government and to the road from actual or threatened legislation has been felt over and over again. To eradicate these defects it will probably be necessary to proceed on the general lines laid down in the Reilly bill providing on the part of the government for an extension of time and a reduction in the rate of interest, and on the part of the company for a better security than it now gives. The recently published plan for reorganizing the company leaves it extremely doubtful, however, whether the government will be able to secure either a lien upon the whole system, as is suggested, or any advantage, by way of prior claim, over other creditors.

G. O. VIRTUE.

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*Seventh Annual Report on the Statistics of Railways in the United States*, for the year ending June 30, 1894. By the STATISTICIAN TO THE COMMISSION. Washington: Government Printing Office, 1895. 8vo. pp. 122.

THIS report is an admirable piece of statistical work, although it shows anything but an admirable financial condition of the railways. The nine diagrams, which for the first time find a place in the report, are an important improvement. They show at a glance facts which can be gathered from the tables of the text only by a considerable expenditure of time. In comparing the results of different years they are particularly helpful. The report is further improved by the addition of tables, showing the average daily compensation of railway employees by classes for the years 1892, 1893, and 1894.

On every page the report shows the effect of the business depression, from which the whole country has been suffering so severely. A reduction of \$147,390,077 in gross and of \$55,302,064 in net income made the payment of dividends depend upon borrowing and exhausting the surplus of previous years. Almost one hundred thousand employees were discharged, bringing the working force lower than it